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PRICE TWO CENTS

TOTAL LOSS

CAMSHIP SAN FRANCISCO,

RLY. TWO HUNDRED LIVES.

Hundred Soldiers Swept Overboard by a Single Wave.

er Five Hundred Lives Saved.

rible Hurricanes and Shipwrecks

ful Scenes on Board the San Francisco.

ANDONMENT OF THE WRECK

de Conduct of a British and Two American Captains.

val at this Port of Two Hundred and Thirty of the Survivors in the British Ship Three Bells.

SENTIC AND FULL ACCOUNTS OF THE DISASTER,

er a painful auspense of several days, we have ved news of the fate of the steamship San Francisco, se who left this port in her for California. The h ship Three Bells, Capt. Creighton, arrived last , with the sad intelligence of the total loss of the raneisco, with about two hundred lives, and the I news of the saving of over five hundred-officers of army, their wives, passengers, soldiers, and officers

ew of the steamer. e details of thi terrible disaster are given in the

Y OF THE LOG BOOK OF THE THREE BELLS.

Saturday, 31st December, 2 A. M., saw a light bear west southwest; 2:30 A. M., discovered that they firing guns; supposing they were guns of distress, we ediately stoored for her, and at 9:30 passed her stern found her to be the San Francisco, from New York, bound to San Francisco, dismasted and disabled, or swept, and, halling her, she wished us to remain the result the results. er until the weather moderated; it then blowing g from south southwest, we again tacked and in ing by her we told them to keep their hearts up, as remain by her until the weather moderated Tay and Monday, the 1st and 2d of January, beating at the wreek, the weather too stormy to render them saistance until 2 A. M. of Tuesday, the 30; I then ed my quarter-boat and sent her alongside sted my quarter-post and set to leeward, when the wreck, the ship laying to to leeward, when returned with the second officer of the San Francisco coming on to blow, we found that nothing more by the wreck until the following day, 4th instant d the quarter-boat down and made five trios to the noisted up the best and laid by her until the follow rning, 5th instant, when we put out the longboat kept both boats going all day, saving the people from wreck. About 11 A M. we holsted the boats in, ing received all the crew and passengers from the

ATEMENT BY MR. MELLUS, THE CHIEF OFFICER OF THE SAN FRANCISCO. t 9 A. M. Thursday morning, Dec. 21, ship left ancho

off Quarantine, with light breeze from southwest and ar weather, and discharged pilot; hove log, ship mak 7% knots per hour. During the night, wind and ather much the same.

DEC. 24, (sea time.) - Moderate breezes from the west, I cloudy weather; employed in bending studding sails, making all sail. At about 6 P. M. wind died away to ht, bailling airs. The weather looking very threat-, furled all sail; ship going 8% kmots. At 9 P. M., and came out suddenly and with tremendous force from northwest, causing heavy sea. At 10 P. M., ship sched to; set fore spencer and fere staysail, when she ain fell off before it; set the foresail, and gave the ener orders to give her all the steam he thought pru at; ship went along 10 knote, until 11 P. M., when s sin broached to in a tremendous sea, and all endeavors to her of vereunavailing; blew away forestaysail; hauled the foresail. At about 12 M. blew away forespence d foresail from the lee yardarm; put a lashing on th ad of the spanker to haul out the clew; ship labored avily; ordered the troops forward, excepting those who ald lay about the floor of the upper saloon. All this no the ship labord very heavily, laying in thetrough of the genery sea artising her tremendous blocs. The engine stop-

the mercy of the winds and waves. Ship now making on re organized in bailing gangs, to pass up water frough the engine room. At 7 A. M. the foremast went er the side, with all attached, breaking about six feel love upper feck. At 9 A. M. shipped a heavy sea smid dps, which stripped stanboard paddle box, carried away star ard after king poet, both move stacks, all the upper saloon using half the quarter deck through, and washing overboard large number of soldiers, Col. Washington, Major Taylord wife, Capt. Field and two ladies, names unknown, three edians, unknown, all of whom were in the valous, the oldiers almost gave up in despair, and it was only by the reatest exertions the ship was kept alloat. A gang of oldiers was set apart to hold blankets round the shaft to

EUNDAY, Dec. 25, (sea time.) - Heavy gale and sea con EURDAY, Dec. 25, (see time.)—Heavy gale and see con-inue from northwest, ship laboring heavily; all hands spaged pumping and bailing—night more moderate, and re got the water down so that the engineers went to ork with the airpump—still at work, heaving overboard rovision and coal to lighten the ship. About moon poke brig Napoleon, of Portland, who promised to lay by s, latter part of the day mere moderate. DEC. 26.—Gale continued fresh from the northwest and high see. Engineers at work at the airpump soldiers

way the misen mast, but the ship labored so heavily it

DRC. 20.—Usale continued fresh from the northwest and high sea. Engiseers at work at the airpump, soldiers alling and puruping, and lightening the ship. In the norning the Napoleon was not to be seen by us; latter art more moderate; employed in clearing wreck of uarter deek, and about noon speke brig Maria of Liverpool the promised to lay by us.

DRC. 27.—Continued with a strong gale from; northwest of heavy san; employed in electric the wreat articles.

al heavy sea; employed in clearing the wreek, pumping, log, and lightening ship; night much the same, and the morning nothing was to be seen of the Maria. At

an o'clock A. M. we again started the engine; it worked

which the engineer had endeavored to mend, again gave out, and in bending the storm missensall, lost a seaman overboard, named Alexander, and as night closed in saw

Dec. 28-Commenced with a continued strong gale from northwest and heavy sea; spoke the bark Kilby, of Bos-ton, who promised to lay by us. During the night more moderate, and in the morxing the bark still in sight, but a long way to windward of us; latter part of the day quite moderate; employed in getting in readiness to embark passes gers. At this time, Johnson, one of the head waiters, died of diarrhoa.

Dro. 29—Weather continued moderate and pleasant; sea

going down quite fast; the bark sent a boat and Capt. Wat kins went on board; he soon returned, and we commenced embarking passengers about half past two. At three P. M., run a hawser to the bark, which she held on to. Pefore night we succeeded in getting on board the Kibby upwards of one hundred persons, men, women, and chil-dren, including Col. Gates and family, Major Merchant and family, Captain Judd and lady, Lieut. Fremont and family, Lieut. Losser and family, Capt. Gardener, Lieut. Murray, of the United States Navy; Mr. Asplawall, Mr. J. I. Graham, Mr. J. Farnesworth, and Mr. Southwark. Also sent on board a quantity of stores; during the night the wind increased to squally weather. At about 10 o'clock the Kilby let go our hawser, and in the morning night strong breeze from the southwest and cloudy; during the night, Lewis Testator, colored waiter, died.

Dec. 20-Cloudy weather, with strong gales from south-west, ship laboring heavily; employed in stopping leaks and convassing over the quarter deck. By this time a large number of the treeps and hands had become sick of diarr han, and many dying daily. Continued to throw coal overboard and to free the ship from water

DEC. 31.—Moderate gales from the S. W., all hands em-

ployed stopping water out of the ship, and throwing coal verboard. Two A. M., made a ship standing to the west ward; fired guns throughout the night, and at 9 A. M., was spoken by the ship Three Bels, Captain Robert Origh-ton, of Glasgow, who told us to be of good cheer, for he would lay by us. William Wilson, octored watter, died-SUNDAY, JAN. I.—Throughout the day a heavy gale from

N. W., accempanies by a heavy sea, ship laboring very heavily. The Three Bells still in company, and occasion

ally passing under our lee.

JAN. 2.—Gale from the N. W. continued, with high sea, although the wind was somewhat more moderate. We built two raits, launched one of them, and made it fastbut at daylight it was gone. The ship, however, still kept in company. Latter part of the day much the same sort of weather. The Three Beils passed quite under our lee, and communisated with us; still a great many sick and dying among the troops and Aremon.

TUREDAY, JAN. 3-Commenced with moderate gales from the N. W. Boat of Three Bells came alongside, and Mr. Gretton, second officer, was sent on board by Major Wyse senior U. S. officer on board, to charter her for the govern ment. During the night fresh gales continued from N.W.; fred guns through the night, and the Three Balls holding on to windward. At 8 A.M. made another sail, running be fere the wind and apparently steering directly for us. Hoisted our colors union down, and the stranger shorten-ing sall passed close under our bows. She preved to be the ship Antarctic, bound to Liverpool. She spoke us, and arkedif we wished to leave the ship; to which Captain We thins replied that he did. The Captain of the Antarctic then told us to be of good cheer, as he would take us all off. He lowered two boats and the Three Bells also sent her b We succeeded in embarking seventy or eighty of the troops before night. At this time the Autarotic had her two boats stove, but without loss of life. At To'clock rext morning we again commenced embarking our pas-sengers—latter part of the day quite moderate and pleasant; the Three Bells' longboat employed for embarking water and provisions, and the Antarctic had only one

boat left.
THURRDAY, Jan. 5.—The weather being moderate and pleasant, we got along quite fart in embarking the peo ple and provisions; and by sunset we had all the troops and a quantity of provisions and water embarked. The night continued moderately pleasant. At 7 A M., 6th sgain commenced sending water and provisions to the Three Bells. We then embarked the crew, and by half past ten every soul was out of the ship but Capt. Watkins, Mr. Melius, the chief officer, and Mr. Marshall, the chief engineer. These then embarked—Capt. Wat-

kins being the last to quit the wreck.

Mr. Mellus states that the sickness and double were confined entirely to the troops, firemen, and waiters. Having no means of cooking on board, they eat imprudently of preserved meats and !ruits, which resulted i diarrhoen. There was no stekness among the cabin pas-sengers, officers of the ship or crew. Mr. Mellus states sengers, omeers of the Enree Bells, of Glasgow, and the that the Captain of the Three Bells, of Glasgow, and the Captain of the Antartic, as well as the Captain of the Kilby, deserve the highest praise for their persevering exertions to save the lives of the people on board of the

Capt. Watkins; Mr. Schell, Purser; Mr. Barton, third officer; Mr. Mason, fourth officer; Washington Duchet, carpenter; Lieut. Chandler, U. S. A.; Lieut. Charles Winder, U. S. A., are all on board the Antarctic, bound to Liverpool.

The remaining officers and cosw of the steamer and of the army, have returned in the Three Bells to this city.

STATEMENT OF MR. W. H. WICKHAM, AN-OTHER OFFICER OF THE STEAMER. Dec. 22.—At 9 A M. left our anchorage off Quarantine and stood down the bay, light breeze from SW., and clear

233 -Continues with light breezes and pleasant weather at 12:20 P. M. discharged pilot outside the bar; latter part of the night wind increased and hauled to the west ward; set the fore and aft salls, and at noon the square rails; day ends with fresh breezs from the west and

24th .- Moderate breeze from the west, and cloudy weather; bent studding sails; heavy rain towards even-ing. At 6 P. M. the wind died away to a light bailing breeze; weather very threatening; took in all sail; ship going 3½ knots; temperature of weather, 67 deg., water 54 deg. At 9P. M the wind came on suddenly from the northwest, blewing very strong, and the sea making up rapidly. At 10 P. M. the ship broached to, (head to morthward;) set fore-staysall and fore spencer, when she again fell off before it; set the foresall and gave the engineer orders to give her all the steam he thought pru dent; ship going ten knots until 11 P. M., when she again broached too (to northward) and all endeavors to get her off were of no effect; blew away fore staysail and hauled up the foresail; at 12 P. M. blew away the fore time, ship laboring heavily, knocked up her planking over the after guard; ordered all the troops forward, cleared away the after standers, and stoned them forward; at 1:15 A. M. the engine stopped, the end of the air pump piston rod breaking off, and the air pump bucket conse quently adrift. At this time the spanker blew away, thus saving the ship entirely at the mercy of the waves and

rind.

From this time the ship labored heavily, laying in the trough of the sea, and every sea striking tremendous blows under the guards, tearing up the planking fore and aft on both sides, at the same time tore away the railing on the upper deck, hen coops, hay boxes, barrels, &c., all in a confused mass. All hands employed in clearing decks, and lightening the ship. The ship now began to decks, and lightening the ship. The ship now began to make water both donkey pumps were kept running, and the hand pumps manned. Water gaining, organized the troops into bailing gangs, who passed the water up through the engine room. From this time until daylight things went about the same, ship laboring very heavily and tearing her guards, although those not employed at bailing were engaged in clearing the wreck of all stock, provisions, &c. At 7 P. M. the feremant went over the side, with all attached, breaking about six feet above deck, and splintering to the berth deck. At 9 A. M. shipped a heavy sea amidships, which stripped the starboard paddle-box, carried away starboard after ring post, both smoke stacks, all the upper saloon, tavring the quarter deck through, and waching overboard a large number of passengers, including Oci. Washing-

A large part of her quarter deck stove in, and it was only by the greatest exertions the ship was kept affoat; a gang of soldiers set apart to hold blankets around the shafts to prevent the flowing in of water; made an attempt to cut away the mizenmant, but could not be accomplished, on

26th.—Continues with a heavy gale from N. W., and rough sea ship laboring heavily, and making much water; all pumps going, and bailing continued; about held our own with the leaks; during the night more moderate; in the morning got the water down, so that the engineers went to work at the air pumps; still at work heaving overboard provisions, and to lighten the ship in other ways; about noon spoke brig Napoleon, of Portland, who pro-mised to lay by us; latter part more mederate.

26th.—Continues with a fresh gale from N. W., and

high sea; engineers at work at the air pumps; soldiers bailing, pumping, and heaving overboard provisions; During the afternoon the Napoleon was seen picking up our previsions; during the night weather much the same In the morning the Napoleon not to be seen by us; latter part more moderate; employed as before, and at clearing the wreck of the quarter deck; about noon spoke brig

Maria, of Liverpool, who tried to lay by us.

27th.—Continue with a strong gale from the northwest
and heavy sea; employed at lightening the ship, pumping, balling, and clearing the wreck; out away officers'
rooms and upper deck, and shifted the steering wheel aft on quarter deck. During the night much the same nothing to be seen of the Maria. At 10 A. M. started this engine, it worked about ten minutes, and the busket again gave out; bent the storm mizen; lost a seaman over beard, named Alexander. Saw a bark hove to to wind

28tb .- Continues the same; employed as before; spoke promised to lay by us. During the night more moderate.

Morning, the bark in sight, but a long way off to windward of us; latter part quite moderate; employed at get-ting in readiness to disembark passengers. Johnson, a

19th.—Moderate and pleasant, the sea going down quite fast. The bark sent a boat, and Captain Watkins, (of the San Francisco,) went on board; soon returned, and we commenced disembarking passengers at about 2:30 P. M. At 3 P. M. run a hawser to the bark, to which she held on Before right succeeded in getting on board the Kilby upwards of one hundred persons, men, women and children, including Colonel Gates and family, Lieu-tenant Leeser and family, Captain Gardner, Lieutenant Murray, Major Merchant and family, Capt Judd and lady, Lieut. Fremont and family, Mr. G. W. Aspinwall, and Mr. J. L. Graham, also sent on board a quantity o stores. During the night the wind increasing, with squal ly weather; at about 10 P. M. the Kilby let go our haw ser. Morning, nothing to be seen of the Kilby; latter part strong breeze from S. W. and cloudy. Louis Thesialor

Dec. 30 .- Throughout the day a strong gale from the southwest and cloudy weather, with showers of rain, the ship laboring heavily, and striking hard under her guards and beams. Carried away the

port after guard. A large number sick and many dying daily. Heaving coal overboard. Dec. 31—Continues with a moderate gale from the south Dec. 31.—Continues with a moderate gale from the south and west and cloudy weather, the soldiers heaving coal overboard. During the night much the same. At 2 A. M. made a ship standing to windward. Fired gues throughout the remainder of the night. At 9:30 A. M. was spoken by the Sritish ship Three Bells, of Glasgow and the captain promised to lie by us. Latter part of the night employed as above. Wm. Wilson, waiter, died.

Jen. 1 -- Throughout the day a strong gale from
the north and northwest, and heavy sea, the ship labor.

ing heavily; employed heaving over coal, &c. The Three Bells still in company, and occasionally passing close under our 'ee. Many of the people sick and dying fast.
Jan. 2.—Continues with a fresh gale from the north-

Jan. 2.—Continues with a freen gate from the north-west and high cea; the wind more moderate. Built two rafts, and cutting away the ships guards, stopping leaks, &c.; launched one raft, and made it fast. During the night more moderate; at daylight the raft was gone. The ship atill in company. Latter part much the same, the Three Brills passing quite close under our lee, in communication with us. Still a great many sick and

JAN 3 -- Continues with a moderate gale from the north west, and cloudy weather. About 1 P. M. the Three Bells' boat came alongside. Sent Mr. Grettou, second officer, on board to charter the Three Bells to the United States government, through Major Wyre, the senior United States officer on board. During the night a fresh gale from the northwest, and cloudy weather. Firing cur guns during the night, latter part, moderating a little, the Three Bells helding on to windward. At about 5:80 made another sail, running before the wind, and apparently steering for us. Holsted our colors Union down. our siers. Spoke us, and asked if we wished to leave the ship, to which Captain Watkins replied he did. The Cap tale of the vessel-the Antarctic, from New York for Li verpool-then told us to be of good cheer, that he would have us all off; he then filled his maintopsail, and shot ahead some three miles.

Jan. 4-She wore ship and lowered down two boats the Three Bells also sent her boat, and we succeed in embarking some seventy or eighty parsonger before night. The Antarctic had her two boat stove just at night. During the night, moderate and pleasant, with the prospect of a fine day; fired our guas through the night, and our companions barned blue lights. At seven A. M. commenced embarking our pas-The Three Bella' long boat out; and she being short of pro visions and water, the longboat was much used for transporting water and provisions to-day. The Antarotic was able to lower only one boat for want of oars.

Jap. 5 -- Continues moderate and pleasant, getting along set had all the passengers, a quantity of provisions and water, disembarked. During the night continues quite moderate and pleasant; at 7 A. M. commenced again sending water, provisions, &c., to the Three Bells, also the crew; at 10:30 A. M. all out of the ship excepting Capt. Watkins, Mr. Marshall, (Chief Engineer,) and my self; we then left, Capt. Watkins being the last. Latte part a gentle breeze from the west and squally weather. Capt. Watkins, Mr. T. L. Schell, (Purser,) Mr. Barton (third officer,) and Mr. Mason, (fourth officer,) with Lieuts. Chandler and Charles Winder, Mr. Rankin, and Washington Duckett, (carpenter). Excepting the above, all officers of the ship and army return in the Three Bells.

STATEMENT OF LIEUTENANT WINDER, U. S. ARMY. As soon as the Three Bells arrived in port we despatched one of our reporters on board, to learn all the facts connected with the unfortunate occurrence, and at whose solicitation Lieut. Winder, of the United States army, dio-

tated the following statement of the melancholy occur

VISIT OF OUR REPORTER TO THE THREE

reace, which will be found highly interesting —
Sup These Bells
At Sea, Friday Jan. 6, 1864. The steamer San Francisco, as you are aware, sailed frem New York on the 22d of December, with United States troops, bound for California. The day was beaut ful, and everything promised a pleasant and prosperous voyage. The ship was well provided with everything voyage. The ship was well provided with everything which could render us comfortable, and every luxury that could be procured was placed on board. All these things, together with the gentlemanly and efficient officers of the ship, and pleasant company in the cable, served to render us happy and contented. But, also for all human calculations! about nine o'clock the second day out a gale sprung up, and continued to increase all sight. At daylight it was perfectly frightful. During the night thinks about 12 o'clock—our engine rays out. the night-I think about 12 o'clock-our engine gave out the night—I think about 12 o'clock—our engine gave out, and soon after our foremant was carried away, which left us entirely at the mercy of the wind and waves. The scene is the cabin during this time was truly dis tressing. Nearly all had turned out of the staterooms, despair depleted on the countenances of all. A few of us who occupied the upper cabin left it and went below; and well it was for us, for soon after day—I think about 8 o'clock—a rea broke over our starboard wheelhouse, and sith frightful force dashed sgainst theafter cabin, carrying away all of the capia, and about one hundred and fifty people, among whom were Col. J. M. Washington, Major Geo.
Taylor and his wife, Capt. H. B. Field, and Lieut. Smith, two or three males and females who were unknown to

the return wave brought them back. I had gone below but a few moments before this terrible crash, and was lying at the foot of the steps at the time. I never expe-rienced such a sensation as when the water came pouring into the cabin, together with the debris of the upper cabin, down upon my head and breast. I was swept across the cabin with terrible force, but after three at tempts succeeded in regaining my feet. I supposed that the ship had broken in half, and that we were fast sink ing. I followed after some I saw going on deck, and on reaching it gmy blood an cold at the sight of the poor fellows struggling among the fragments in the sea. The waves were, to my eyes, fright-ful, we could render no ascintance whatever, and, in fact, expected ourselves that we should go down every minute. With great cifficulty we clung to the deck, the sea making a perfect breach over us, and the cold so great that an hour longer must have finished us. Citse by me was Major Wyce, his young wife and babe. It was truly a heartrending sight. The poor child must have been nearly frozen. About this time Mr. Mellus, the first officer of the ship, than whom no braver seaman lives, came aft with an than whom he braver seeman lives, came in the same, this not only surprised me, but greatly raised my hopes. I watched him closely until be approached the only remaining mest. He attempted to out it away, but the sea can so high that he was unable to do it. This was the first time I was aware that the ship was not full of water. Soon after this our gallant Commodore Watkins came along. I asked him what our chances were; he re-plied, "Good." I ther determined to get into the cabin

The sea was rupping very high at the time, and the wreck was stre n on each side with pieces of the wreck ttered here and there, with men and women clingin pieces in order to save themselves. In a few mo menta all was still, none of them appearing. Not a sound was heard except the dismal monning of the wind. On looking around, I saw Lieut. Murray standing at the missenmast. I went aft to him, and held on there for awbile, until the first mate came to cut it away, which he failed in doing owing to the roughness of the sea. I then went forward to where I was figst, and saw Major Wyse, his wife and child, Lieute Chandler, Van Voorst, and Dr Satterlee. We talked over our changes for escape, and all came to the conclusion that we could not survive twenty minutes. At that time two negroes came along with life preservers, and one of the soldiers hand ad me one; but it was so cold that we thought it would be only prolonging our misery, and thinking that the vessel would go down every minute, we did not use them. The would go cown every minute, we did not use them. The sea was making a breach over us at every rill. About this time we discovered that there were many persons in the lower cabin under us, principally ladies. Two or three of us were determined to go down, and afterwards induced Major Wyse to go down there with his wife and child. We found that the ship was not in as bad a condition as we thought she was. We found there col-lected, in the after part of the cabin, a number of the officers' ladies, who were in as dry a place as they could find. A portion of the cabin was broken by the sea that first struck, as I previously stated. We then covered ourselves up with wet blankets, for we were nearly frozen, not having half our clothing on at the time. Here we remained the greater part of that day, supposing the vessel would sink some time during the evening. Capt. Watkins came in and requested that we We kept this up all that night, water gaining on us, and

would all go out to bailing the ship, in order to keep her affoat. Two officers went out at a time, and they were relieved by others, each party balling two hours each We kept this up all that night, water galaing on us, and our pumps failing to work. This bailing was kept up four or five nights, until the pumps got to working again, and the sea vent down. We then gained on the water, and, by great exertions of the engineer, suc-ceeded in clearing the ship of water for the time. The captain and officers of the ship with great exertions The captain and observed the worst leaks and repairing the succeeded in stopping the worst leaks and repairing them deeks with o'd pieces of sails and otherwise patching them up to my and save the ship. We kept relieves of three w up to try and save the ship. We haptrolleves of three or four man at each and of the shaft to prevent the water coming in there, where it came fe by the bucketfall. About this time we we cheered with the prospect of setting the match rely is which green, so that the vessel might get into port. A temporary stearing apparatus was erested, and an attempt was made to get the ship under weigh, which up to this time had been at the marcy of the wares. After one or itwo revolutions of the wheel it was procused hopeless to attempt anything further. All that could be done, said the engineer, was to keep the pumps working. During all this time the ladies behaved admitably, and no complaint was made by them. Two or three ably, and no complaint was made by them. Two or three caysafterwards we saw two sail; one of them did not head us, but the other came alongside of us and spoke us. The one that spoke us first was the Napolson The captain gaid he was short of provisions, and we sent him off a quantity, and she went off during the night. During this time we were lightening the ship by throw-We made ourselves as comfortable as possible, and got something to est, and began to get some dry clothes, as

that appeared was the British brig Maria, but she took zone of the passengers from us. All this time we had

very rough weather, antil the bark Killy spoke us. An

officer west on board and made a contract to take all

the passengers off and take them to the nearest port. Captain Watkins stayed behind to make one effort to save

the ship; he called for volunteers, and in ten minutes h

had the number required to stay by him. As soon as

come of the passengers arrived on board the Kilby we can some twenty man on board to lighten his vessel by throwing a portion of the cargo overboard. About 2 P. M. we commonced transhipping the ladies and children in small toxts, and by night succeeded in getting aboard about one hundred in all-mer, women and children—in ending to complete the shipment next morning About 7 o'clock we were alarmed by the cry of fire, and found the ship to be on fire near the cook galley, but we very soon put it out. Some time during the night heavy gales sprung up, accompanied by a most awful sea, and the vessel commenced leaking badly again, and we went to work bailing that night and a part of the next day, the pumps at this time giving out again. The men at this time were so exhausted that it required great exertions to keep them steadily at work. When the morning came the Kilby was no longer in sight, and we supposed that she had made for the nearest port, being short of water and provisions and us, as the sea was running very high. This moraling things looked gloomier than ever, having nothing to eat and being cold and half naked. During that day, after getting, through working the pumps, we began to get better spirits, and made our elves ay comfortable as no ing. We then out holes through the deck for the purpose of throwing coal and other heavy materials over

besrd. About two days after a light was seen during the sight, and we commenced firing guas and making algoals every half hour during the night. In the morning, the British ship Three Bells, Captain Craighton, bore up to us; but the sea was running so high, and the wind blowing so hard, we could only communicate to each other by means of writing in large letters, on a board, our condition and prospects He replied to us, and said that they were leaking and short of provisions. As he passed us he gave three cheers turned them heartily. He went to windward of ds, laid his vessel, but we found that a passage on the raft would losing him. On the fourth day, another sail appeared in sight, to wirdward, and both bore down to us, which proved to be the Antarctie, bound for Liverpool.

Both vessels lay by us during the night, it being too
rough to attempt any passage with the boats. On the
fifth day the rough weather subsided, and we succeeded in transporting all the passengers, all the crew and ship's officers, except twenty five or thirty men, including ship's officers and firemen. During that day we succeeded in putting on board the Three Bells some provisions and

Previous to falling, in with the Three Bells, a sort of congestive diarrhesa broke out among the men, from eating potted ment and pickled cabbage. It carried off

water. I kept the men at the pumps during the day and night. The next morning we got off the remainder of the officers and crew, including Capt. Watkins, and made

o me and said his child was sick, and in about as hou himself and would like to see me. I went to him and found that he was about dying; soon after his wife came in and told me that he and the child were dead. I had her put into a stateroom, and during the night she was found dead in bed, her only child, then living, lying seleep teside her. She was followed to the other world soon after by her other child.

On our passage to this port in the Three Bells we lost about thirty passengers, who died of the effects of eating pickled meat and cabbage. The chief steward of the San Francisco became issane while on board the Three Bells, and although in charge of some of the men, he managed toget loss, jumped overboard and was lost.

Yours, respectfully, LIEUI, WINDER, U. S. Army.

ANOTHER DESPATCH FROM LIEUT. WINDER

Sur There Rails, New York Harmon, Jan. 18, 1953. } Col. Gate', Maj. Me'chant, Col. Burke, Capt. Juid Lieut. Fremunt, Lieut. Loeser and Lieut. Van Voast, with all of the ladies, were put on board of the bark Kiny, of Boston, on the 28th of December. Lieuts. C. S. Winder and J. G. Chandler were put on the ship Antarctic, and have gone to Liverpool. Maj F. O Wyse and Lieut. Wm A. Winder, on this ship and are here. The men and women of the command were divided equally among the

three ships.

Col J. M Washington, Maj. Taylor and wife, Capt. H. B. Field and Lieut. Smith were washed overboard on the first night of the gale.

By publishing the above you will oblige the friends of by publishing the above you will oblige the friends of our unfortunate parties. We are all indebted to Capt. Robert Creighton, of this abis, for our live.. He remained by us for four days. Very respectfully, your obedient servant,

WM. A. WINDER,

First Lieutenant Third Artillery.

STATEMENT BY ONE OF THE PASSENGERS Ou Monday, December 21, the troops, consisting of eight companies of the Third Regiment of Artillery, were embarked from steamtugs on board the steamer, then anchored in the North river. They numbered, rank and file, some five hundred men. The officers, with their families, together with the soldiers' wives and females—a certain portion of whom were allowed to each companybrought up the number to about six hundred. were twenty or thirty other passengers. The crew num-bered from one hundred to one hundred and fifty; so that, all told, we were between seven hundred and fifty

On Wednesday morning the steamer dropped down to the Quarantine, and anchored for the night. On Thurs, day, the 22d, after having been detained for two or three hours, waiting for a dilatory officer, she weighed anchor about 10 o'clock, and stood out to sea. At 12 passed Sandy Hook and discharged our pilot.

Our voyage was now fairly commenced. A succession of constantly recu ring and oft-repeated delays had delayed our departure week after week, and month after month. At last every obstacle had been overcome, and the gallant ship, with her head pointed to the southwest ved steadily, though not swiftly, on her course. She was deeply laden-far too deeply, as the result proved. Her engines were new and untried, and the etrain upor them great. Thursday was a lovely mercing, the sea caim and smooth, with gentle breezes from the north west. Whatever gloomy forebodings might have existed, seemed quieted by so fair a pressge.
Friday morning, the 23d, rose brightly on our course

We had entered the Gulf Stream, and the weather, which yesterday had been chilly, and caused the ladies and children to gather about the store, had become mild. The wind still from the northwest, with sea enough to cause dinner table to be comparatively described. The day passed without insideat of any kind, and gave no presage of the awful disaster so soon to follow.

Immediately after tea I retired to my room, and after reading two hours as quietly as if on shore, undressed and retired. There was more roll to the ship than I had previously experienced, and the wind seemed freehening but I thought nothing of it. But I soon found there was no sleeping. It soon blow a gale. The ship rolled and pitched to a degree that it was difficult to keep my berth. All the books and loose articles upon the table were thrown to the floor. Every article in the room, though con At 11 o'clock I could bear it no longer. I rose, dressed nurriedly, and were out upon the deak. My room was on

the hurricane deck, on the forward part of she ship. The

scene, as I stepped on dock, was terrific. The sea was a complete mass of foam, boiling and swelling the a caul-dron. The gale was terrific. The steamer had broached to twice, and had really become unmanageble. Her head was towards the wind. The whole eres were sugaged in strepnous but valo efforts to take in the salts. They were blown to ribbons. The foremast-we carried no main mast-was wreathing and twisting like a young sapling It was large enough for the mainment of a 1,000 to ship. The fury of the tempest was such that I could not stand before it a moment; but I reized the iron brace connecting the king bolts, and surveyed the scene for a moment. Then I threw myself on my hands and knees and made for the nearest hatch to get below. This hap pend to be over the forward galley. Swinging myself down by the cabin, I reached the main deck. Here a scene of confusion indescribable and confounding presented itself. Four hundred soldiers were berthed on this deck, in double rows of stander berths, three tiers each. The had all crept from their berths; most of the standees had been broken and thrown down. The live stock, of which there was considerable, had escaped from their pens or the same dock, and saiders, bullocks, calves, pigs, shoop and poultry, were all mingled together smid the broken standers. The steamer's guards had been carried away some time previously, and the sea washed over the seak with every roll of the ship The lanteres were extin guished, and the darkness was almost total. I made as effort to reach the after cabin, but found it impossible soldier's knapeacks hanging around, and fastening it to a carline, made a secure place to hold on. I remained there towards an hour, the storm all the while increasing About one o'slock the foremest came down almost over my head, crushing in the hurricans deck. I feared now that the deck would be swept clean of everything, and determined to seek refuge below I went first into the steerage, but as they commenced battening down the hatch, with perhaps two hundred disrain it, I left, and went to the second cabin, occuplod by the non-commissioned officers and their familie I was wet to the shin and chilled through. After waiting here for two hours, with no shatement in the fury of the gale, I crept into one of the soldier's berths, pulled a blanket over me, and after a while fell asleep. The first ray of dayn awoke me. I arose, and through the store room and pantry succeeded in gaining the main saloon. Saturday morning, the 24th, had at last dawned upon us,

and this awful night had an end.

While passing between the second and after cabin,
I felt a tremendous sea strike the ship, but I had no idea of the awful consequences. It was the denousment-the finale of the awful tragedy which had been going on through the night. An overwhelming sea had struck the ship on her starboard quarter, carried away the starboard paddle box, both smoke stacks, the whole prome nade deck abait the paddle boxes, two rows of state rooms, of twelve each, on the main deck, and stove in the main deck hatch. This was the smallest part of the havoe. At one fell "swoop nearly one hundred and fifty human beings were swopt into eternity. The insjority were private soldiers of the dif-ferent companies of the Third Artillery. One company lost all but tem of its members. Four officers went with them: - Col Washington, distinguished at Buena Vista and other hard fought fields; Maj. Taylor and wife Capt. Field, and Lieut. Smith. The sea was covered with rowning men. The roar of the tempest smothered the "bubbling cry of strong swimmers in their agony." In a few moments they sunk to rise no more till the sea gives up her dead. Two of all the crowd succeeded in regaining the ship-Mr. Rankin, an army suttler, and Mr

, merchant, of Rio Janetro.

A few moments had elapsed when I reached the saloon It was filled with water to the depth of nearly two feet. The females and children, mostly in their night clothes and wet to the skin, were scattered on planks; some walling and sobbing; some apparently stupified; and some calmly awaiting what seemed their inevitable fate. All supposed the last hour had arrived, and in a few me-ments they would meet their Maker face to face.

"Then rose from sea to sky the wild farewell—
"Then shrisked the timid and atood still the brave." Happily those who, in this swful moment, felt that their peace was made, and nothing left but calm resignation to their Maker's hand. But Death is the King of Terrore and when he meets us in the midst of life, with our bones full of marrow and our limbs full of sap, human nature cliege to life, and even the instinct of the dumb animal shrinks from death. The dream of poor Clarence came over me, and I thought-"Alas it is a fearful thing to

Another sea like that which struck us, and our fate had been that of the Fresident—act a soul would have survived to tell the tale. But it pleased a marciful and all-wise Providence to say to the sea, "Hitherto shall thou come, and no further, and here shall thy proud waves be stayed." It is proverbial that drowning men catch as It is proverbial that drowning men catch at straws, and justinctively did many of us lash ourselves to hie preservers, though in the raging billows of that an gry sea, five hundred miles from the nearest shore, one would have been but little better dependence than the

revive in our bosoms. The hull was still staunch and strong, and some passing vessel might rescue us from the wreck. Something whispered, "you are safe;" and after committing myself and those most dear to me to the

Father of Mercies, I felt at peace.

Ascending the companion way, from the saloon to the main deck, I seated myself at the head of the staircase, and surveyed the scene. The steamer was, in all her upper works, a perfect wreck. Foremast, smoke stack, the greater part of the promerade dook, the saloon, and all the state rooms on the main deck—all were gone. The main deck was stove, and the water rushing in as every sea we shipped. On the opposite side of the comdier, who was killed instantly by the falling of the deck A few feet further lay a man groaning and near death from injuries received at the same time. The sea was running mountains high, and every billow that came with its curifug crest towards us, seemed about to pour into our shattered deck and sink us.

It was not so to be. We were in imminant danger of undering; but our gallant and undannted commander, Captain Watkins, whose exertions during all that fearful night had been almost superhuman, directed all his energies to save us. To lighten the ship and stop the leaks were the first objects. To break up the hatches and commence discharging cargo, was the work of a moment. Soldiers and sallows all lent a helping hand, and as each man knew he worked for his life, all worked with a will. Stancheons were placed under the broken deck, and it was partially forced back to its place. It was found that the water gained upon us rapidly. The steam pump had become obstruct-ed. Fifty soldiers were detailed to commence bailing. All day and all night the work went on without intermission. Still, with every roll the ship took in large quantities. ties of water, and we gained little upon the leak. Sund morning, the 25th, the day of the nativity of our bles Saviour, at last dawned upon us. The sky lighted up a little; there was a short gleam of smashine, and the sea orlmed a little. A sail or two were seen in the distance, but none approached us. It was a gloomy Christmas to us. The work of bailing and pumping went on, and we had gained on the leak. Monday, the 26th, the gale and insued with little shatement. All night Sanday the continued with little abatement. All night Sunday the thundered aginst our sides and stern like cannon at the gates of a beleaguered city. Sleep was out of the ques-tion. For three nights we had had none. We discovered a eall not far off. On approaching us she proved to be a brig; we spoke her She reported herself short of provisions. and after supplying herse's with barrels of beef and pork we had thrown overboard she went on her way. On Sunday, the 27th, discovered another sail bearing down upen es. She proved to be the bark Kilby, of and for Beston, from New Orleans, loaded with cotton, thirtyfive days out. By authority of Col. Gates, commandise detachment, she was chartered for government to convey the troops to the nearest accessible post. Tues-day was too rough to disembark any part of the commands but on Wednesday, the 28th, Col. Gates and family, Maj. Merchant and family, Col. Burke, Captains Fremont and Judd, with their families, Drs. Satierlee and Wirts, with some others whose names are not recollected, were safely embarked on board the Kilby. Some forty or fifty soldiers, and some roldier's wives, also embarked-in al nearly one hundred persons. Night came on, and put a stop to any further operations. It had been agreed that the bark should lie by us till all on board the steamer were disembarked. but it came on to blow heavily in the night, and in the norning she had disappeared, and we saw her no more. Thus all the hopes of escape we based upon the Kilby were doomed to disappointment; and when, in the mornis g, we could trace no vestige of her on the remotes from hope deferred.

waters. Our ship lay as helpless as a log upon the waves. She was completely crippled. Her engine, as should have been mentioned, broke down the first night work the pumps. With infinite exertion, a small sell was rigged to the mizenmast, which assisted a little in steadying her; but she rolled and tumbled about at a leaks, and in lightening the vessel to a considerable or tent, by throwing over provisions and coal. The ship was also very much relieved by cutting off the timber of her guards, upon which the sea broke heavily, lifting her decks every time I: broke.

We had now (Thursday, the 20th,) reached the sixth

day since the atorm commenced. We were about to en-counter death in a new form. A very large portion of the chip's steerage had been filled with cargo, provisions, military stores, &c. The consequence was that the por-tion left for the soldiers was much crowded. It had been expected we should soon be in fine weather, and that they could sleep comfortably in standes berths on deck. When the storm came that was impossible, and they were con-sequently driven below. Crowded in narrow quarters, amposed to cold and wet, obliged to be fed on an insuffiapposed to cold and wet, obliged to be fed on an insufficient diet, in consequence of the loss of the galleys and the happessibility of code tog for such numbers, it is as matter of surprise that disease soon made its appearance. Add to this the influence of depressing passions, anxiety of mind, fright, and despondency, and it is no wonder that they sickened and died. The disease more nearly than saything assumed the form of Asiatic cholerachmening with diarrhose and terminating in a few hours. Be the army surgeons having left, the charge of the sick fell upon the surgeon of the ship. To said to our distress, nearly all the medicine is the ship had been either washed overboard or destroyed. The mortality was necessarily great. For several days is relity was necessarily great. For several days is averaged ten deaths a day. Men, women and chindren fell indiscriminately before it, and whole families perished in twenty four hours. It was a seem of awful suffering over which I should rather wish to draw a veil, and the like of which I trust a merciful God will spars me over witnessing again.

During Thursday and Friday our eyes were not gladdened by a single sail. The hours dragged on most heavily. We had abundance of provisions on board, but it was al-most impossible to get them cooked. The roll of the ship was so heavy that the previsions were thrown from the galley. When we could get a cup of hot tea with our hard biscuit it was a treat; and when a roasted potate and piece of fried pork was added to our bill of fare it enter could not be procured, and we were compelled to abandon it. On their miserable fare of hard biscuit and sold water it was not to be wondered that the poor so

During the night of Friday or the morning of Satur day the 31st, the cheering sound rang through the vastel that a ship was at hand. A light was discovered on
the bow. We immediately commenced firing signal guns.
They were answered by blue lights from the strange vessel. When the morning dawned we discovered
a vessel with English colors. She came near
enough to speak us, but the wind was so light
as to render it quite impossible. We resorted to a kind of
telegraphic communication, by writing on boards in chalk
with large letters. We succeeded in making her understand our situation, which, indeed, was sufficiently obvisus. She promised to lie by us. This intelligence cheered
every heart. The weather during Saturday and Sunday
was too rough to attempt to lower a boat. There was,

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